

REMARKS

The Examiner continues to reject claims 1-6, and also rejects claim 13, under 35 USC 103(a) as unpatentable over Masters in view of Kilgore.

The Examiner argues that “Masters fails to disclose wheels mounted within pockets as claimed. With this statement, Applicant agrees.

However, the Examiner, equating Kilgore’s rails 16 to Applicant’s claimed ridges, goes on to argue that “Kilgore teaches ridges for supporting a water craft.” This is not correct. As the Examiner’s comment confirms, Applicant’s ridges support the water craft. Kilgore’s rails do not support the water craft. Kilgore’s wheels or roller supports 32 support the water craft. Kilgore specifically teaches “an elastomeric disk-shaped roller support 32 rotatably supported on each axle which is extended upwardly through the aperture to thereby constitute a water craft support” (Col. 3, ln 57-60).

The Examiner, treating Kilgore’s rails 16 as Applicant’s ridges, further argues that Applicant’s “ridge as claimed does not set forth any structure so as to define over a rail arrangement.” Applicant disagrees with this statement. First of all, “ridges” and “rails” have different meanings entirely. Rails, especially as used in Kilgore, means parallel tracks. Ridges, as used by Applicant, means raised portions on surface. However, beyond the differences in these words standing alone, there is other qualifying or limiting language in Applicant’s claims to distinguish over the references:

1. Applicant’s claims require “a valley for receiving the keel of the water craft.”

The keel is received, as claimed, but not supported, the keel being received by the valley, not by the ridges. Applicant’s claims mean what they say. Received does not mean support.

2. Applicant's claims also require "a pair of ridges ... for supporting opposite sides of the hull thereon." Applicant's claims mean what they say. Therefore, Applicant's claim language specifically positively requires the ridges to be providing the water craft support. The valley "receives," the ridges "support". Kilgore does not. Kilgore uses only the rollers 16 for water craft support.

3. Furthermore, the preamble of Applicant's claims clearly teaches that the "improvement comprising a pocket and a wheel mounted in said pocket" is for "facilitating travel of a water craft hull on a floating dock." The claims mean what they say. Applicant's wheels do not support the water craft. The ridges support the water craft. The wheels facilitate movement or travel of the water craft on the ridges.

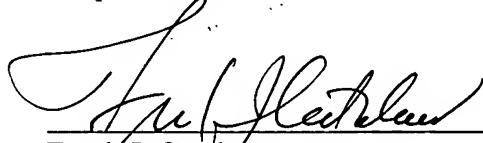
Neither Masters nor Kilgore teach the use of wheels on a floating dock. Masters teaches supporting a water craft on the dock. Kilgore teaches supporting a water craft on only the wheels of a railway. Applicant teaches contact of the water craft with both the ridges of the dock and the wheels in the ridges to achieve a result that neither reference could achieve. Neither Masters nor Kilgore, nor both taken together, teach or suggest that a water craft would be in contact with both the ridges and the wheels. Neither Masters nor Kilgore, nor both taken together, teach or suggest that, by contacting both the ridges and the wheels, a water craft can be more efficiently loaded on or removed from a floating dock.

Applicant respectfully submits that claims 1-6 and 13 are not unpatentable over the cited references, and allowance of these claims is respectfully requested.

The Examiner has also rejected claims 12 and 14 as unpatentable over Masters in view of Kilgore further in view of Holsclaw. Holsclaw is not used by the Examiner for the claim elements above discussed. Holsclaw is used as teaching specific relationships of its wheels in orientation to the boat. However, Holsclaw teaches only a boat trailer which supports a boat on the wheels of the trailer. Holsclaw is not a floating dock and does not suggest use of wheels in the ridges of a floating dock. Like Kilgore, only the wheels make contact with and support the boat. Holsclaw teaches nothing about the relationship of wheels to a boat where the boat is supported by anything other than the wheels. Therefore, Applicant also respectfully requests allowance of claims 12 and 14.

It is understood there is no fee due at this time. However, should a fee deficiency have occurred, please charge Deposit Account No. 50-1971 per 37 C.F.R. § 1.25.

Respectfully submitted,

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